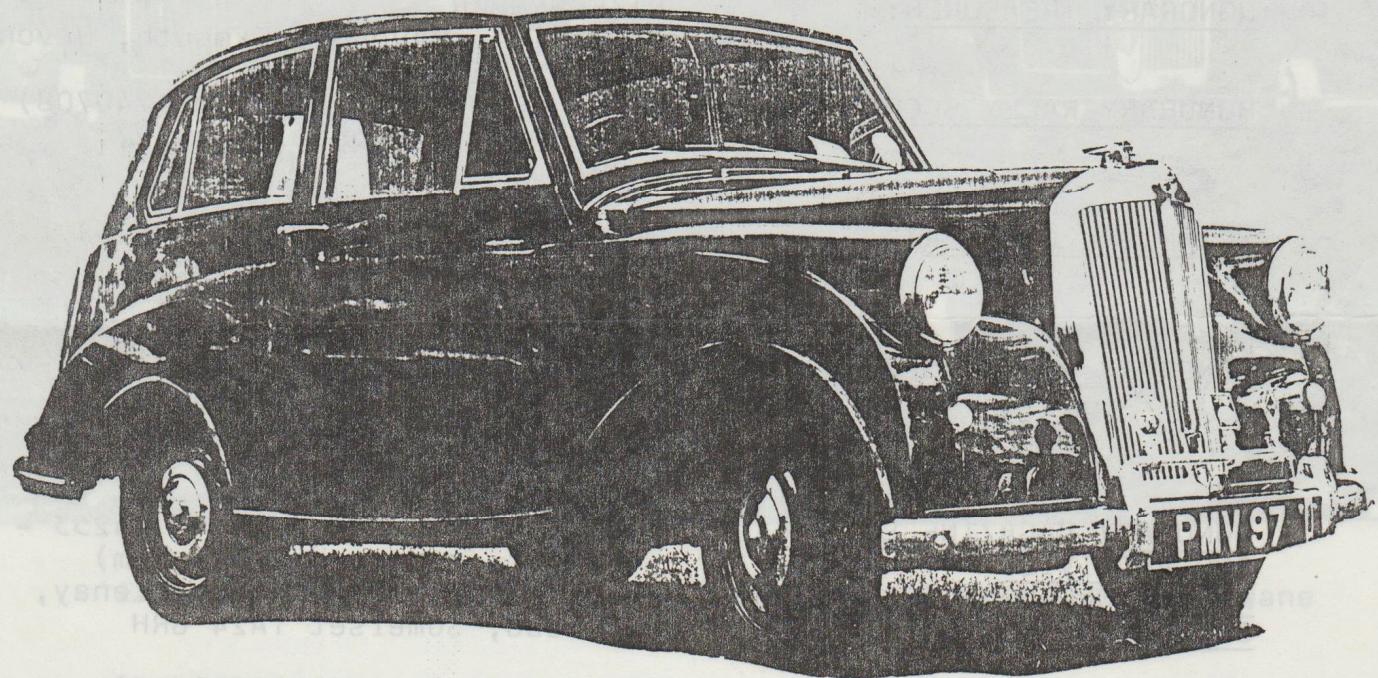


TRIUMPH

MAYFLOWER

CLUB



FLOWER

POWER

THE TRIUMPH MAYFLOWER CLUB

CLUB OFFICIALS 1986/87

CHAIRMAN:

PETER BURDGE (tel 0272 857845)
The Limes, Tickenham Hill,
Tickenham, Clevedon, Avon BS21 6SW

VICE-CHAIRMAN:

TERRY GORDON
12 Manor Close, Hoghton, Preston,
Lancashire

HONORARY GENERAL SECRETARY:

MELANIE STONE (tel 0643 821272)
The Stables, Burnell's Gardens,
Knowle Lane, Dunster,
Minehead, Somerset TA24 6TX

HONORARY
MEMBERSHIP SECRETARY:

EDITH WEBBER
31 Phillips Avenue, Exmouth, Devon

HONORARY TREASURER:

MIKE WEBBER
31 Phillips Avenue, Exmouth, Devon

HONORARY RALLY SECRETARY:

SHAUN SPOONER (tel Maldon 740708)
'Dove Dale', Nipsells Chase,
Mayland, Essex

TECHNICAL OFFICER:

MALCOLM BATH (tel 01-508 0415)
24 Durnell Way, Loughton,
Essex IG10 1TG

HONORARY SPARES SECRETARY:

JOHN GOGAY (tel Dartford 21493 -
1-2pm weekdays)
18 The Close, Wilmington,
Dartford, Kent

HONORARY MAGAZINE EDITOR
AND ARCHIVIST
AND SECOND-HAND SPARES
SECRETARY:

STEPHEN PARNELL (tel 0643 84253 -
after 7pm)
Stag Cottage, Wootton Courtenay,
Minehead, Somerset TA24 8RH

ORDINARY MEMBER NO. 1:

RON HAGGER (tel 0582 840643)
6 Old Watling Street, Flamstead,
St Albans, Hertfordshire

ORDINARY MEMBER NO. 2:

REG VARNEY
32 Mackie Road, Filton,
Bristol, Avon

*** *** *** ***

When writing to a committee member and you require a reply, please enclose a stamped self-addressed envelope.

Please note that all the above committee members fulfil their posts in their spare time and not as a full-time occupation. So when contacting them other than by letter, please ensure that you choose a reasonable time of day.



EDITOR and General Secretary, Melanie Stone, and Demelza Jane

EDITORIAL

This edition of Flower Power could well be entered for next year's Booker Prize or could even be offered as a prize on Blankety-Blank because not only has it been given a brand new cover but it contains a letter from the Chairman. Yes, a rare treat indeed.

The photograph on the cover was taken at the 1986 National Rally by John Bath of the Razor Edge Club and is a tribute to Ron Hagger and his wife for their excellent work for the Club and maintaining their car as a splendid example of the Mayflower.

EDITORIAL contd.

It is frightening to think winter is nearly here, having missed the summer which was on September 13th in case you missed it, and of course that means having to wear the long-johns in the garage. Members are keeping me busy in supplying second-hand parts and I now realize how much effort John Gogay has put in maintaining the spares service over the last few years. But more of that later.

Thanks Geoff Basketter for the report on the Northern Classic Car Show and Phil Hall for a piece on the Mayflower Boat in Bristol Docks. I have been promised an article from Reg Jackson who has recently transplanted a Triumph 1500 engine into his 'Flower. Reg used to work at Standard Triumph and has first hand knowledge of production techniques. Something to look forward to in future issues.

USED SPARES

There has been a hearty response to the recent advertisement for second-hand spares within the Club. So far I have shipped cylinder heads, a radiator, a petrol tank and a steering wheel to the States, door handle bezels and starter knobs to Australia and cam-followers to Wells. In fact such an amazing array of parts has been requested that I have had to buy up a rather frayed 'Flower from the Hardings in Chester which was beyond restoration, to fill the gaps in list. Unfortunately, bumpers are still required and cylinder heads still cause a problem of course.

I was rather disappointed that I could not attend S.T.I.R. but nearly all the parts due to be delivered then, have been sent off.

Some of the items recently taken off the spares list by John Gogay are now available second-hand, i.e. tappet adjusting bolt, road wheels, side lamps, heater and spiral gear.

SPECIAL OFFER

For anyone with an early "Flower"

**GEAR CHANGE LEVER TOGETHER WITH
GEAR CHANGE CAP & SLEEVE ASSEMBLY**

Part Nos 100290/100301 for pre TT8926
only £2.50

NEW ITEMS

(to be added to the December 1985 Price List)

Flexible Petrol Pipe	1	103070	2,00
Fibre Washer	-1	500469	0,10
Repair Kit (Rear Brake)	2	500901 Lockheed KL71506	3,20
Water Pump Circlip	1	100851	0,10
Water Pump Spindle	1	101377	2,00
Fan Pulley	1	200385	4,20
Boot Skin	1	900077	26,00
Radiator Shell	1	800074	30,00
Budget Lock Boot	2	600545	2,00
Condenser and Baseplate	1	58308	2,20
Distributor Cap	1	57467	5,00
Track Rod (outer, pair)	1	102692	40,00
Mainshaft (Gearbox)	1	200355	18,00
Constant Pinion Assembly (to TT25115)	1	100454	14,00
Constant Pinion Assembly (TT25116 on)	1	104728	14,00
Clutch Driven Plate	1	500436	12,00
Operating Rod (1st and reverse)	1	105551	2,00
Operating Rod (2nd and 3rd)	1	105552	2,00
Steering Drop Arm	1	200649	8,00
Vent Pipe and Clip Assembly	1	101974	2,00
Anti-rattle Spring (Clutch)	1	38777	0,70
Clutch Operating Fork	1	56963	5,00
Bonnet Catch (5/8" spindle)	1	550490	0,20
Flange on Pinion	1	100337	5,50
Propellor Sleeve Yoke	1	500264	9,00
Bottom Hose	1	200280	2,80
Quarter Light Catch Plate	2	600181	1,00
Bumper Bracket, front, outer	2	600352	3,50
Bumper Bracket, front, inner	2	600353	3,00
Bumper Bracket, rear	2	600496	4,00
Ventilator Door Assembly	1	600409	4,00
Door Weather Strip		600655	2,50
Fulcrum Bracket, number plate	1	600696	3,00
Swivel Bracket Assembly, number plate	1	700339	6,00
Spare Wheel Nut Pan and Hook Assembly	1	601298	7,00
Interior Mirror	1	700354	3,00
Front Silencer Clip	1	100993	0,50
Thrust Washer	2	100327	1,00
Cylinder Head Nut	16	NR3109	0,10
Tab Washer, inner fulcrum	8	100686	0,20
Tab Washer, tie rod	2	100548	0,20
Hand Brake Cable, rear section	1	200324	8,50

ITEMS NO LONGER IN STOCK

(delete from December 1985/April 1986 Lists)

Valve Seat Inserts	102940	Tappet Adjusting Bolt	100352
Spiral Gear	102337	Boot Hinge L/H	600690
Retainer for grease seal	100869	Hose, by-pass	101656
Door Handle, TT15068 on	601200	Road Wheel	300612
Side Lamp	61834	Side Lamp Rim & Glass	70339
Oil Bath Air Cleaner	300397	Heater Unit	800273
Return Pipe	101341		

CHAIRMAN'S LETTER

Although I cannot speak from personal experience, I am told that walking a dog, or having infants of school age, are sure ways of becoming acquainted with your neighbours. I have discovered another way - owning a Ferguson tractor. The ancestral grey Fergie (a 1950 TE-A 20), having been passed around the family, has now come to live with me. Shortly after its arrival I was introduced to a red MF35 called Sid, who lives just down the road. Sid came to do a bit of ploughing while my tractor was unwell, and lent it a cultivator for use after it was better. My tractor recently lent a spare pair of front wheels to another MF35 called Boris. Boris lives at the far end of the village and is a rare vineyard model, with narrow track. The fact that Sid and Boris appear to have been named by men does rather demolish a theory I had once put to Cynthia Cannings i.e. that the naming of vehicles is a female vice. You will recall her article on the subject in the previous Flower Power. Maybe the theory is still generally sound, but just not applicable to tractors. Does this mean that I should name mine? If so, what should I call it? I have rejected Sarah as being too obvious, and 'The Duchess of York' would only look right in the form of a cast brass nameplate, which I have no intention of getting.

One of my (few) tasks as Chairman is to decide each year who should receive the Chairman's award. This is to be given to somebody (not necessarily somebody on the Committee) who has made an outstanding contribution to the life of the Club during the preceding year. The decision this year was a particularly difficult one. All the Club's officers have been working very hard, and their work is bearing fruit both in the high level of efficiency with which the Club's affairs are managed and in the increase in the total membership. In the end I decided that John Gogay should receive the award for the second year in succession, as his job as Spares Secretary is probably the most demanding in time and energy throughout the year, despite which he has been able to maintain a very high standard of service. The provision of spares is undoubtedly the main reason why people join the Club, and I am sure that you will join with me in thanking John for maintaining such a good service.

Chairman's Letter contd.

Thanks are also due to our former Chairman, Phil Hall, for organising a very pleasant visit to the Bristol Industrial Museum on 5th October. The Club was represented by the usual number of cars (viz. three), and the part which I enjoyed most was seeing Ron Hagger trying to negotiate Bristol's bizarre one-way system (with which he was not familiar) in his Flower while at the same time giving an interview to a man from Radio Bristol, who kept holding a microphone in front of him. That probably deserves some kind of award.

Peter Burdge

LETTERS TO THE EDITOR

An extract from Urban Nyblom's letter, who is our only member in Sweden:-

I am nearing completion of the restoration of my 1953 Mayflower which will be one of the very finest in Sweden. I have done a complete engine overhaul, body welded and resprayed in 'Comet Blue', new brake system, new wiring. The big problem is however floor mats which I have not been able to obtain; can you help? I also need two 'globe centres' for my new hub caps.

Many years ago I promised to write an article for the 'Flower Power Magazine about the history of Mayflowers in Sweden, but so far nothing in that way has emerged. We'll see if I can find time in the near future, let's hope. Next year we'll have a very big Veteran Car Spectacular here in Nyköping called Nyköping's VETERAMA, celebrating the 50 years of ANA (Aktiebolaget Nyköping's Automobilsällskap) who produced and sold more than 1000 Mayflowers in Sweden. In connection with VETERAMA we'll have an ANA-Parade with as many as possible of the makes that have been sold through ANA over the years. But more about this will come later.

I am really happy that the Club is still going strong, and as far as I can see from the Magazine even going stronger.

(Your English is better than my Swedish: Ed.)

LETTERS TO EDITOR contd.

David Toguri

56a Finborough Road

London SW10

Dear Ed,

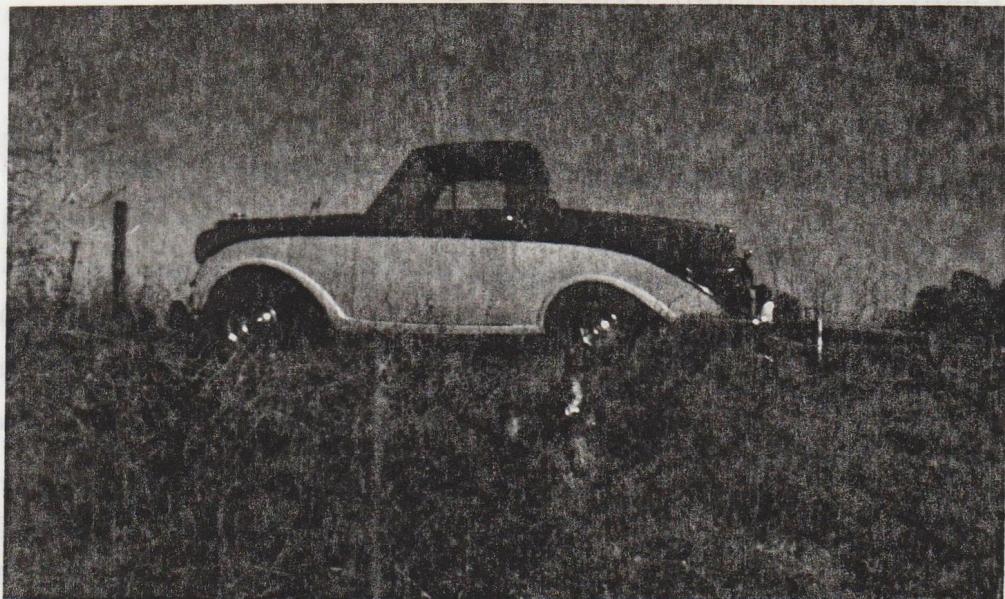
Thanks for your interest in my car. Yes, I'm very pleased with the colour. Thought you might like to see a photo of the car. I've just had the engine changed to a Herald engine. Now, unfortunately, the car is not wholly Mayflower. However, I still like the car very much.

Sincerely, David

Ed: sorry I can't put your photo in the mag - white Mayflowers don't show up too well in black and white!!

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From Ian Farrugia of Australia:-



Dear Ed,

I have checked up on the Mayflower Utility to find that there were only 150 produced for Australian uses. The Standard Triumph Motor Company pressed their own panels; mechanical parts are the same as the Sedan. There is no track of others left in Australia. Also the Vanguard utility took over the Mayflower Utility as it is much bigger. Would you have any idea of how much my Mayflower would be worth?

Yours sincerely, Ian Farrugia

Ed: many thanks for photos Ian. Cannot say how much the Ute is worth, but it must be several "tinnies" of Castlemaine 4X.

NORTHERN CLASSIC CAR SHOW REPORT

Once again I am writing an account of the Northern Classic Car Show held at Belle Vue, Manchester on the last weekend in September. This was our 3rd appearance there, and probably the most successful. Although I had been working away from home for 3 weeks before the Show, and final arrangements had had to be made in that time, my own car and the superb Mayflower of Harry Hodkinson, together with a short notice replacement Renown, owned by Craig Howell from Sandbach, duly arrived on the Friday night. We all had to negotiate our way through very narrow passageways right to the centre of the Show area. Our stand was among miriad Triumph stands catering for Stags and TR's and the like - there must be as many red TR4A's on the road as Ford Escorts! As in previous years, a florist friend (whose family first owned my Mayflower) came up trumps with some beautiful begonias for the Club stand, and new light blue ropes round the cars set the whole thing off well.

Craig's Renown was very professionally described on a large board: he has some sponsorship with the car from his employer, so he is very lucky, and the white Mayflower which 'stars' in 'Absolute Beginners' (the David Bowie film) was shown on photos kindly sent to me by Dave Toguri, the owner. Harry had bought all his car's tax discs, and photos of the car's restoration, and I had taken my usual board describing my own car, so there was plenty to see. For what is a very low budget affair, it is always surprising to me how effective our stand always seems to look.

There was a nice surprise for me personally when a glance through the Souvenir Programme showed a photo, somewhat flattering, of my car. I have enclosed a photocopy of the Programme entry.

As usual, Saturday brought in the real enthusiasts - they don't seem able to wait till the Sunday! We were busy with enquiries all day, both about Mayflowers and Renowns, and quite a few of the application forms for membership of both T.M.C. and TROC

Northern Classic Car Show Report contd.

were taken away. Interest in 'our' cars seems to be on the increase, and I got the impression that there must be many 'Flowers being restored, or awaiting restoration, around the country. One visitor to the stand was Randy Williams from Santa Monica, California - no less! He wanted to join T.M.C. there and then, so was duly enrolled. He has two 'Flowres and needs quite a few spares, which aren't available in the States, so John Gogay looks like being busy. I had taken 4 grill badges in the hope that I might sell a couple: in the event all 4 had gone by Saturday night, so I'll have to get some more next year.

Although the cost of entry to the Show is a bit steep at £3.50, it is a big Show, and together with the Autojumble it is a full day's outing. Most seemed satisfied with the Show in general. I can't help thinking though that someone is making a terrific profit out of such Shows. It cost me very little to attend, but some entrants had come a long way, like Harry for instance, and were clearly out of pocket.

At lunchtime on the Saturday there is always an auction of classic (and not so classic!) cars, and this year's entries included a blue Mayflower. It was quite presentable but not very original (Morris Minor parts abounded on it!). It eventually sold for £750, rather to my surprise as I didn't think it would top £450 - £500. We didn't find out who bought it, however.

Sunday was just as busy, but there were more of the general public there, as opposed to genuine enthusiasts. The usual 'aluminium bodies' remarks were made, despite the comments in the programme and two instances of reference to steel bodies on the boards we had on the stand. This year people were not so insistent on coming inside the stand to look into the cars but there were quite a few instances of people wanting to be photographed with them.

The Autojumble was perhaps not so big this year, and the absolute bargains few and far between; however I managed to part with

Northern Classic Car Show Report contd.

more money than previously, including a brand new chrome turn-handle for the bonnet - can't be many of those about now!

Sunday evening saw the usual clearing up with about a quarter of an hour to closing. Five minutes to six always finds the Classics lining up for a Le Mans start, only this year some bright spark had parked a mobile hamburger stall right across the exit! I managed to find another way out but others weren't so lucky - they could still be there for all I know!

Another successful and enjoyable Northern Classic, and now the posts, ropes, banner and so on can be put on ice for another year. One more rally this season and my 'Flower will be put to bed for the winter.

Geoff Basketter

LETTERS TO THE EDITOR contd.

South Bristol Technical College
Marksbury Road
Bedminster
Bristol BS3 5JL
Tel: (0272) 661105

Dear Ed,

Re: Classic Car Restoration Courses

It is our wish to try to satisfy a demand we know exists, by providing a series of weekend courses (Saturdays and Sundays) at this college, which will start during the period January - March 1987.

The facilities offered at this technical college are first class and include large, modern, well equipped, heated workshops.

A public meeting has been held to determine exactly what is needed on a course of this nature and relevant comments received will be built into the course content. Research into other centres which carry out restoration work including Colchester College, have indicated the need for a "hands on" course and we intend to offer a course of this type.

The college staff who will be teaching on the course, are all car enthusiasts.

Yours etc. John Daws, Course Tutor

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THE MAYFLOWER PROJECT 1986

In the early part of 1986, an item in the Bristol Evening Post newspaper gave me an idea that, if it could be set up, would make an excellent advert for our Car Club. The item was about the restoration of the oldest steam tug, namely the 'Mayflower' which was undergoing restoration at the Bristol Industrial Museum. At the Club's AGM, I suggested that with the connection of the Mayflower Tug and the Mayflower Car Club, that a get together on the quayside outside the Museum would be a worthwhile effort to promote the Club and the Museum Project. It was agreed that as I was the one who suggested the idea, that I should be the one to set it up, so it followed that I got in touch with Andy King, the Assistant Curator and the man in charge of the Tug restoration and he fell in with the idea straight away. He came back to me with two dates and I plumped for the later one, Sunday 5th October. Next I forwarded details to our new Magazine Editor, Paddy Parnell, to include in our Magazine which he promptly did. I also circulated all Committee Members and then sat back and awaited replies; from Ron Hagger (yes), from Graham Dean (yes), then complete silence. However, undaunted, I had photocopied a number of sheets with all the details which I then took to the Standard/Triumph International Rally at Coughton Court and passed them around to all and sundry who seemed interested, with the result that I had a favourable reply from John Oglesby from Doncaster, a half promise from one other, plus a promise of support from the Roadster Club and Razoredge Owners Club.

So the great day arrived, Sunday 5th October, and as stewarding was going to be a problem, I roped in my son to assist. Leaving home at 12.30 pm we made our way to the City Docks, arriving at 1.15 pm approximately ready for the influx of cars for our 2 pm start. Leaving my son at the quayside area to direct the host that I had hoped for, I took up my position at the roadside entrance to ensure that no one missed the way in and so it was at 1.55 pm John Oglesby hove into sight, having motored all the way down from darkest Yorkshire, shortly to be followed by Paddy Parnell with estate car laden with second hand goodies. Half an

The Mayflower Project 1986 contd.

hour elapsed before 'Flower number two arrived - Graham Dean and family from Warminster, Wiltshire. At this stage I was visualising finishing up with egg on my face. However, as these dark thoughts arose, into view came a friend from the Razoredge Club with car closely followed by a T.R. But as I had been notified by the Curator that Radio Bristol would be in attendance, I was still feeling that I had been let down, but again there was relief when on the stroke of 3 pm Ron Hagger in his ever immaculate 'Flower arrived and our Chairman in his non Concours Standard. Others who had made it, without 'Flowers, were Edith and Mike Webber and Reg Varney (welcome back Reg). Soon I was introducing Peter to the Radio Bristol interviewer, who persuaded Ron to be chauffeur and take a spin around the City streets with interviewer and Peter as passengers. Back at the quayside Peter and I were recorded by the Radio Bristol man to go out on the 'Morning West' programme for Monday morning, which I promptly missed. I would like at this stage to say a big 'thank you' to all who came along and I am sure that the venue was something different and yet with the warm October sunshine and pleasant surroundings, everyone went away satisfied with a job well done.



PROLONGING THE USEFUL LIFE OF A CAR BATTERY

K.L.Martin B.Sc.

You have probably never stopped to consider it, but very few car batteries are replaced because they stop working. In almost every case the battery is replaced because it doesn't work well enough any more. What is not generally realized is that something can be done at this stage which may well prolong the useful life of the battery - quite often by many years, and that the same treatment carried out earlier may well have stopped the symptoms from occurring in the first place.

To understand what can be done requires a simple appreciation of how a car battery works. All car batteries are a series of cells, the most common is the 12v battery which is simply six cells in series. Each cell consists of a plate of lead and a supported plate of lead(IV) oxide, both immersed in fairly concentrated sulphuric acid. The lead(IV) oxide plate is the positive pole, the lead plate is the negative pole. As the battery discharges, electrons flow from the negative to the positive pole; when we charge the battery, we simply drive electrons back in the opposite direction.

The reason for a battery failing to work properly any more is due to the chemical processes which take place within each cell. As the battery discharges, the positive plate reacts with the sulphuric acid to produce lead ions and water. The negative plate simply dissolves to form lead ions in the process which finally leads to the battery's complete failure. On charging, the positive plate builds up a thicker coating of lead(IV) oxide, removing water and lead ions from the sulphuric acid as it does so, the negative plate fizzes and releases hydrogen from the sulphuric acid as it builds up a coating of lead.

It is the lead ions formed in the discharge cycle which cause problems. They combine with sulphate ions in sulphuric acid to form highly insoluble lead sulphate. When this coats the plates of the battery, it fails to

deliver enough power to be of use. The battery may well be thoroughly serviceable in every other way - only the "sulphating" stops the battery delivering enough power to start the car.

The sulphating can effectively be removed, or prevented, by adding to each cell a weak organic acid known to chemists as EDTA. EDTA stands for ethylenediaminetetraacetic acid, it is a complex analytical reagent which forms co-ordination compounds with many metal ions, including the lead ions formed in the discharge cycle of a battery. The compound formed by lead ions and EDTA is very stable in alkaline solution, but not so in the acid medium of a battery. This is extremely fortunate - as EDTA forms a compound with the lead ions in the lead sulphate on a battery plate, this compound tends to break down again. EDTA and lead sulphate are regenerated, but this time the lead sulphate doesn't coat the plate, it sinks down to the bottom of the cell where it lays harmlessly since it doesn't conduct electricity, and the EDTA is free to continue its work. What EDTA effectively does, then, is to free the battery plates of sulphating.

As can be seen from above, treating a battery with EDTA is likely to be most effective when the battery, for one reason or another, spends periods when it is not fully charged, and so contains too many lead ions. This is likely to occur if the car is used for just short trips, is infrequently used, or suffers from an inefficient dynamo/alternator.

To treat a battery with EDTA you simply add about a rounded teaspoon full of the powder to each cell - this assumes an average size of battery but the exact amount is in no way critical. What you should then do is to use the car normally for a few days, or agitate the battery frequently for a few days, and then give it a thorough charge to build up on the cleaned plate areas. On the assumption that sulphating has been effecting the performance of your battery, an increased performance will be noted from here on.

If you cannot find any EDTA locally, I can provide you with enough to treat an average size battery for £1.50, inclusive of postage and packing. My address is: K.L.Martin, 19 Brookmead, Meppershall, Bedfordshire, SG17 5SA.

FOR SALE

Triumph Mayflower - part restored - abandoned project - will sell complete or as spares. 1953 - SKC 798 (reserved registration) - BLACK - reconditioned engine complete with all ancillaries. Service manual and handbook.

Please give me a ring, I am keen to sell.
Phone James Woolford on Mullion (0326) 240 092 (evenings).

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FOR SALE

Irene Parkes (Member no. 396)
7 Endsleigh Gardens
Surbiton, Surrey KT6 5JL
Phone: 01-399 3138

Dear Ed,

I wish to sell my Mayflower. Unfortunately the engine needs an overhaul or replacing. I last had it on the road in October 1983 when it started to use too much oil and was losing power - ? piston rings going or gone. I have not, however, had time to do much to it since. The car has been re-sprayed by myself and a friends and there are no rust holes in the bodywork although there are now some rust spots. Basically, though, the car is sound.

The bumpers need re-chroming. It has been in the garage twice, once to get it through the MOT and secondly for work on the steering and exhaust. The brakes probably need some work on them and the waterpump needs replacing. It has original hub caps although these probably now need re-chroming. The interior also needs restoring as it still has its original seats and interior trim.

Mayflower manual, a few spares and some literature also included.
Price about £200.

Yours sincerely, Irene Parkes.

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TAILPIPE

Congratulations to Reg Mongomery, Member no. 391, in New Zealand on his forthcoming marriage to Janine on November 22nd.

Many thanks again to Tom Robinson for printing and distribution of magazine again, and a special thank you to Mrs Pawson who has franked and posted all the magazines for Tom over the years.
Hope all went well with the baby!!